Shipping News and Reports From All Parts of the World

Rules Covering Cargoes at Sea

Near End of Controversy Lasting for Decades; New Regulations to Simplify Bills of Lading

By David S. Kennedy

ind marine underwriters begins in Lendon to-morrow, when the Comite Lendon to local law in each country and to individual agreements.

3. The bill of lading issued to the shipper is prima facie evidence of the receipt of the goods in the condition. Goods carried on deck are excepted.

4. Removal of the goods from the vessel by the consignee or connecting agent is prima facie evidence of delivery in the condition described, unless there is notice of apparent loss or damage.

5. Suit for damage or loss must be brought within two years.

6. If damage or loss occurs from unseaworthiness, etc., the steamship company is not liability for loss or damage. More relative the shippers have been successful. The Harter act has given to into their bills of lading provisions which practically exempted them from liability for loss or damage. More relative the shippers have been successful. The Harter act has given to improve that the continuous proposes, to deviation that is reasonable, considering the service of the ship, or to deviation specified in the contract.

8. The bill of lading issued to the shipper is prima facie evidence of the condition. Goods carried on deck are excepted.

4. Removal of the goods from the vessel by the consignee or connecting agent is prima facie evidence of delivery in the condition. Goods carried on deck are excepted.

5. Suit for damage or loss occurs from unseaworthiness, etc., the steamship company is not liable for loss or damage due to deviation of the vessel for humanitarian purposes, to deviation that is reasonable, considering the service of the ship, or to deviation specified in the contract.

8. The limit of liabling is left to local law in facility and the shipper may agree upon a hi

es especially to undertake the tion of uniform and more just lations for their own protection. result is the present movement he so-called Hague rules, in which tions which will be fair to all interests and which will establish uniformity all nations. Commerce is inrules governing commerce should qually universal.

Uniformity a Necessity

desire for uniformity is exe Hague rules was pro-e meeting of the Interna-Association in 1921 there en a determined contest between is not satisfactory in all e regulations, to a large Association last week pro-stitute rules which would nul-

the certainty that unless the Hague the certainty that unless the Hague rules are adopted the legislatures of the various countries stand ready to mact laws more drastic in nature.

a conference of the greatest impor-lates to shippers, steamship owners and marine underwriters begins in the shipments before they are loaded and after they are discharged is left to local law in each country and to individual agreements.

nigher valuation.

9. No bill of lading shall be issued contrary to these rules covering ordinary commercial shipments. Exception is provided for unusual circumstances, which are strictly defined.

The great majority of shippers and underwriters approve the rules substantially as they are outlined here. Many hipowners' organizations abroad have given their support. The American Steamship Owners' Association, however, considering that the rules infringe upon their rights, have suggested a substitute draft containing the following changes:

1. Notice of loss or damage must be filed with the company by the consignee within sixty days, claim must be filed within six months and suit must be instituted within one year.

2. The carrier is not responsible for loss or damage if due diligence is exercised to make the vessel

gence is exercised to make the vessel seaworthy. This risk is properly a matter for insurance by the shipper.

3. The carrier is not responsible for

state making the territory that unless the Hague risks are adopted the legislatures of the various countries stand ready to flex various countries stand ready to flex various countries that has more drastic in nature.

The Hague Rules

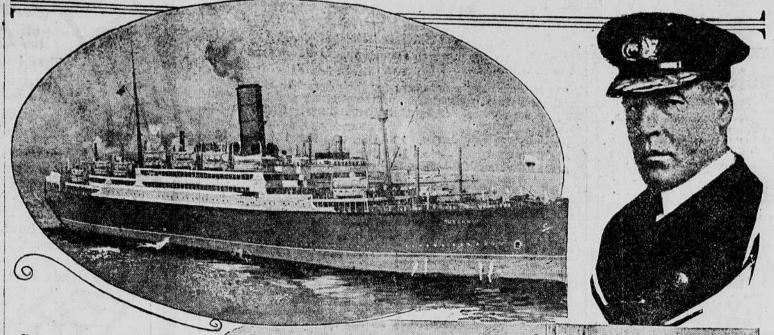
The Hagu

Steamship Rates From U. S. North Atlantic Ports to Principal Ports of the World

The following table, furnished by Caldwell & Co., gives average berth

instance. Rates pe	teamship	lines. The	y are subjec	t to confirm	ation in each
William Colonia	Heavy	unus uniess	specinea:	W Shaped	
To	and the second of the	Flour.	Sugar.	Steel.	General
Alexandria	Open	.25	*\$7.00	*\$8.00	cargo.
wasseldsm	.08	.16	.20	*8.00	†\$20.00 8 409.75
MILWELD .	.08	.16	.20	*8.00	5.401.75
Australasia			125.00	*11.50	\$.40¶.75 †\$20@†\$25
Belfast	-	.18	.25	*7.00	
		.22	.25	*7.00	\$.42¶.80 \$.37½¶.75
		*15.00	*9.00	110.00	†14.00
		.15	90	*6.50	
		_	*7.00	*6.00	8.45 1.82 1/2
		*15.00	*9.00	†10.00	120.00
Course	-	*15.00	120.00	10.00	†14.00
	-	.15	.20	*7.00	†20.00
Caristiania	.17	.22	.25	*7.00	§.40¶.75
Colombo		12/12/11	Open		§.87 1/2 ¶.75
		*15.00	*9.00	†8.00 †10.00	†15,00
Constantinople	-	.25	*7.00		†14.00
Cork Cork	.17	.22	.30	*8.00	†20.00
Cork Denzig Dublin		.18	.25	*7.00	\$.45¶.90
Denzig	.20	.23	.28	*7.00	8.421.80
Pronch Atlantia	.18	.25	.25	*8.00	\$.45¶.90
French Atlantic	.10	.18	.221/4	*7.00	5.421.80
French Med	.18	.25	*5.25	*8.00	\$.401.75
Genoa Glasgow	.17	.80	*5.50	*5.00	120.00
Gothenburg	100	.15	.20	*6.00 *7.00	\$.401.80
Gothenburg	.17	.22	.80	°7.00	8.401.75
Hamburg	.10	.15	.18	*0.00	1.451.90
Helsingtors	.19	.24	.28	6.50	\$.451.821/2
Hull stors	-10	.15	.20	. 9.00	§.50¶1.00
epan ports		.10		*7.00	\$.401.75
leth ports			Open	†8.00	†15.00
Lisbon			*10.00	110.00	119.00
Libon Liverpool	.21	.15	.20	7.00	§.40¶.75
rerpool	.51	*7.00	*7.00	*10.00	120.00
Terpool cadon lains		.15	.20	*7.00	§.40¶.75
almo		.15		*7.00	\$.401.75
laimo	.18	*17.00	*11.00	†12.00	116.00
anchoes	0.10	.23	.32	*8.00	\$.50¶1.00
Inchester Intevideo	. Open	.35	.35	*15.00	†25.00
aples		.15	.20	*7.00	8.401.75
uples	101/	7 70	*7.00	6.00	120.00
orth Africa	.181/2	.30	*5.50	*6.00	\$.401.80
porto-Open.	.20	.30	-80	*8.00	117.50
neug ert Netal agoon lo de Janeiro (LD)					
Natas		.25	-7.00	*8.00	120.00
agoon		*16.80	721.00	*11.80	†21.80
ede Janeiro (LD)	L. Davidson	17.00	*11.00	*12.00	116.00
sterdam (LD)		*7.00	*8.00	*6.00	121.00
TODICS.	.08	.16	.20	*8.00	\$.401.75
etterdam ionics entos strus	- 1	.25	17.00	*8.00	120.00
"Eapore	The start	*7.00	•8.00	*6.00	†20.00
onish in			Open	18.00	†15.00
Malah A41	0-	.25	*7.00	*8.00	†20.00
Wish Med	Open	10.00	*9.00	*10.00	†20.00
etholm	Open	*10.00	*7.00	*10.00	†16.00
atice	.18	.23	.82	*8.00	§.50¶1.00
TICE	Upen	.35	*8.00	*13.00	†24.00

International Parley to Adopt New Liners in the New York Passenger Lanes: Tuscania and Sierra Nevada



Upper left, the new Anchor liner Tuscania. Upper right, Captain David W. Bone, of the Tuscania, who in addition to being a skipper is also author of successful books of the sea, including "The Brassbounders' and "Broken Stowage." Right, the new Sierra Nevada, of the North German Lloyd

ntrary to these rules covering ordiary commercial shipments. Exception provided for unusual circumstances, hich are strictly defined.

Ship Owners' Objections

The great majority of shippers and inderwriters approve the rules sub-

the one-funnel liners constructed by the Cunard-Anchor Lines since the war. She is a vessel of 16,700 gross tons, 571 feet long, 70 feet wide and nearly 43 feet deep. She is built with every modern improvement for comfort and safety. safety.

Passenger accommodations on the

Safety.

Passenger accommodations on the Tuscania are distributed over six decks. First and second class, for 650 persons, are amidships, with staterooms for one, two or three each. The first class dining room seats about 160 and the second class about 170.

Anchor Line steamers have long been the Italian service, and the company has given special care to this traffic. Accommodations are provided for 1,400 in rooms for two, four and six each. Two dining saloons will hold 550 at a time.

The sierra Nevada is the latest passenger vessel of the ficet with which the North German Lloyd Steamship Company hopes to regain its place on the seas. She is a ship of 9,000 registered tons, 456 feet long, 56 feet wide and 38 feet deep. While she em-

The engines of the Tuscania consist of two sets of Brown-Curtiss, double reduction, geared turbines, with three double-ended and three single-ended boilers at 220 pressure per square inch, oil burners.

The Sierra Nevada is the latest pas-

New System Stops Coal Waste On Ship Board Liner America

By Captain C. A. McAllister Vice-President American Eureau of Shipping

(The plan put into effect by the Fuel Conservation Committee, of which Captain McAllister is chairman, reduced the daily coal consumption on the America from 267 to 242 tons, a saving on the round trip from New York to Bremen of \$5,000, or \$50,000 a year. Also, the average speed of the liner was increased nearly one knot. In this article Captain McAllister tells how the plan, which is to be applied to other government vessels, was put into operation.)

With fuel alone costing 25 per cent?

with fuel alone costing 25 per cent of the total cost of operating Shipping Board vessels it is a psychological time to adopt all known methods for conserving this important item. Marine machinery generally, owing to limited time the following changes and weight available, source of processors and the state of the conserving this important item. Marine machinery generally, owing to limited time the following changes the best reason of the conserving this important item. Marine machinery generally, owing to limited time the following changes the best reason of the stress of war conditions and subsequent reconstruction work, do not estress of war conditions and subsequent reconstruction work, do not estress of war conditions and subsequent reconstruction work, do not estress of war conditions and subsequent reconstruction work, do not estress of war conditions and subsequent reconstruction work, do not estress of war conditions and subsequent reconstruction work, do not estress of war conditions and subsequent reconstruction work, do not estress of war conditions and subsequent reconstruction work, do not estress of war conditions and subsequent reconstruction work, do not estress of war conditions and subsequent reconstruction work, do not estress of war conditions and subsequent reconstruction work, do not estress of war conditions and subsequent reconstruction work, do not estress of war conditions and subsequent reconstruction work, do not estress of war conditions and subsequent reconstruction work, do not estress of war conditions and subsequent reconstruction work, do not estress of war conditions and subsequent reconstruction work, do not estress of war conditions and subsequent reconstruction work, do not estress of war conditions and subsequent reconstruction work, do not estress of war conditions and subsequent reconstruction work, do not estress of war conditions and the processor of war conditi

Marine Reports

Passenger Ships Due

Vessel. Port.
President Garfield, Queenstown, Oct 2, U.S. Lines the company intends to bring out next spring.

The Sierra Nevada has a triple expansion, three cylinder, 4,500 horse-power engine designed for a speed of fourteen knots. She is what is known as a one-class steamer, with cabin accommodations for 800 and third class

Toute.

Most of the accommodations on the Sierra Nevada are stateroom and bath. In the third class many of the rooms are equipped to accommodate two passengers, the others four and six. Third class passengers have a large part of the lower deck as a promenade.

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Many Big Motor Ships Resolute, Hamburg, Oct 4, United American Lines

The earrige is most responsible for concealed loss or damage if the ship concealed loss or damage if the ship concealed loss or damage if the ship concealed loss or damage is 200.

At The limit of valuation of each property of the ship concealed loss or damage is 200.

The rules should be extended to deck.

The rules should be extended to deck.

The rules should be extended to deck cargo carried on deck.

The rules should be extended to deck cargo carrier until its deck representation.

At Boston Abourd Arabic.

BOSTON, Mass, Get. 6—Persons who delivers are only in the principle of the white Star Liner Arabic, due here cannot be moved until more ruliread with the season of finished of the sainty of the demand of the carrier within its angular condition, in notation of the sainty of the property of the Arabic and the sainty of the carrier should be earlier strength.

The rules should be extended to deck.

The rules should be extended to deck carrier until its definition of the white Star Liner Arabic, due here to the should be earlier t

Due Thursday
Storm King, Rotterdam, Sept 23.
Federica, Trieste, Sept 20. Phelps Bros Radnor, Immingham, Sept 27. Barber Lines Cabo, Barcelona, Sept 27. Lamport & Holt Line Due Friday

Scholarie Hamburg Sept 28.

Santa Malta, San Francisco, Sept 23,
Santa Malta, San Francisco, Sept 23,
Pacific Mail S S Co

Due Saturday

Ninian, London, Sept 30... White Star Line
Ville d'Oran, Naples, Sept 26.

Vincent, Dunkirk, Sept 16.
Cosmopolitan Line
Tarantia, Glasgow, Oct 4.....Anchor Lines
Blue Triangles, Colon, Oct 6. Nawsco Lines

Sail Friday

Berengaria, Southampton, 10 AM. 54, NR Bergensfjord, Bergen, 12 M. 30th st, Biklyn Port Antonio, Kingston, 12 M. 30th st, Biklyn Kunamar, Nuevitsa, 12 M. 3000 S. NR

Sailed Yesterday

Dangers to Navigation (By U S Hydrographic Offic

Luckenbach Lines
Luckenbach Lines
Due Tuesday
Hog Island, Alexandria, Sept 25.
Verbania, London, Sept 27. ... Cunard Lines
Santa Olivia, Rio de Janeiro, Sept 23.
Norten, Lilly & Co
Due Wednesday
Eastern Knight, Honoiuiu, Sept 11.
Barber Lines
Biossom Heath, Barry, Sept 27. Kerr Lines
Due Thursday

Barber Lines
Due Thursday

M J Carminand gasoline yacht Mary E
Gully, John Bakelaar succeeds Oliver R Bishop
command steam screw Comus; Southern
Pacific Co.
Philip Stokes succeeds Warren H Brown
command barge White Marsh.
William Towne succeeds Edward J Tinney command barge Biue Beard.

Reduction in Shipping Charges at Liverpool

Mersey Dock and Harbor Board

Improvement in Brazil

Hanover, Bremen, 1 PM. 5th st, Hoboken Idaho, Antwerp, 12 M. 5th st, Hoboken Idaho, Antwerp, 12 M. 5th st, Hoboken Metapan, Kingston, 12 M. 5th st, NR Guiana, St Thomas, 1 PM. 47, NR Sail Thursday

Minnekahda, Hamburg, 12 M. 55, NR Persident Arthur, Queenstown, 12 M. 56, NR President Arthur, Queenstown, 12 M. 2th boken Britannia, Marseilles, 2 PM. 2th boken Britannia, Warseilles, 2 PM. 5ist st, Bklyn Esperanza, Vera Cruz, 1 PM. 13, B'klyn Brazillan, seven German and seven French.

For Other Marine Reports Sea Main Section.

fl.; [per 100 lbs.—where rates are shown on both bases, charges are

*18.00 *12.00

Ex-German Ships Go

caught by whaling tugs operating out of the station at Trinidad for the California Sea Products Company.

September. The arrivals and sailings for the month were 327 ships, with a tonnage of 1 550 638 compared with 187 tonnage of 1,560,638, compared with 187 vessels of 786,082 tons for September,

Under Panaman Flag A gain of ninety-one vessels, with a BALTIMORE, Oct. 7 .- Two of six tonnage of 367,864, is shown in the

BALTIMORE, Oct. 7.—Two of six steamers purchased from the Shipping Board several months ago by the Pacific Freighters Company, of San Francisco, and later sold to the California Steamship Company, are being prepared by the Maryland Dry Dock Company for departure from this port. They are the Ida and Isonomia, German-built vessels. It is the intention of the owners to place them under the Panaman flag, because in that country registry carries no restrictions as to crews or method of operation. In addition to operating them under Panaman registry they will be put in charge of Germans officers and manned with pick-up crews, which, it is assumed, will be Chinese and Japanese. German officers have been selected because it is claimed that they are more familiar with the vessels. The steameers are expected to be taken from here to the Pacific, as one has been chartered for the Orient for a cargo of case oil.

W. W. Husband, United States Com-

portation Company, beginning October 9, will re-establish its tri-weekly service between this city and Boston.
The Department of Wharves has leased the north side of Pier 40, South Wharves, to the United American Lipes W. W. Husband, United States Com- Lines.

W. W. Husband, United States Commissioner of Immigration, made a visit here last week to Immigration, made a visit here last week to Immigration, made a visit here last week to Immigration commissioner Stump in charge at this port. In company with Mr. Stump he made an inspection of the immigration buildings at Locust Point and took notes on what improvements and repairs were needed.

The Mcrchants and Miners Line steamship Howard has been laid up for overhauling and improvements. The Dorchester, from the Providence Line, has taken her place. Captain Ryan of the Dorchester has taken the Tuscan and Captain Brooks the Dorchester will inaugurate the twi-weekly service of the passenger and freight steamships between Baltimore, Savannah and Jacksonville.

Lines.

Forest Fire Haze Delays

MONTREAL, Oct. 7.—Montreal harbor business has been subject to considerable interruptions this week owing to fog in the river, which has been caused by forest fires and has resulted in dozens of vessels being obliged to anchor between here and Three Rivers. Not only colliers bringing Welsh coal and merchantmen, but liners, both incoming and outgoing, have been held up. The port is busier with grain than it has ever been and the short time before the close of navigation makes it Ohio River Shipments

Halted by Low Water

FITTSBURGH, Oct. 7.—Shipping difficulties resulting from the recent strike of railroad shopmen have been acutely sharpened by the failure of river transportation. Because of the Dohio River is a to low a stage that river transportation. Because of the Dohio River is at so low a stage that river transportation is greatly curtailed and shipments of steel to points in the South have been abandoned entirely.

The port is busier with grain than it has short time in the South have been abandoned entirely.

Applies to All Vessels

The unecogomical use of coal and oil at sea is not confined to Shipping did at sea is not confined to Shipping with the first sea is not confined to Shipping with the first sea is not confined to Shipping with the form average bers with doil at sea is not confined to Shipping with the first sea is not confined to Shipping with the first sea is not confined to Shipping with the first sea is not confined to Shipping with the first sea is not confined to Shipping with the first sea is not confined to Shipping with the first sea is not confined to Shipping with the first sea is not confined to Shipping with the first sea is not confined to Shipping with the first sea is not confined to Shipping with the first sea is not confined to Shipping with the first sea is not confined to Shipping with the first sea is not confined to Shipping with the first sea is not confined to Shipping with the first sea is not confined to Shipping did at sea is not confined to Shipping did at sea is not confined to Shipping did at sea is not confined to Shipping with the first sea is not confined to Shipping did at sea is not confined to ship